

Shannon Beebe Concerns

Michael F. Young, CFI-I

Checkout in Columbia 350, N16VA

We first did several hours of GS at my house the week before we went flying. I gave him the syllabus, quizzes and other handouts which were part of the formal Syllabus set up by Columbia Aircraft. (They gave me all this training material when I was certified to be an Authorized Instructor at the factory in Bend, OR for the Columbia aircraft with Avidyne displays.)

Flight on 7 Nov 2010

On our first flight in on a windy day (Sunday, 7 Nov), his performance was terrible. Always behind the plane, could not hold pattern altitude or fly a square pattern, did 45+ deg banks in the pattern and was generally ham fisted.

He did the run up at 2000 RPM and made no real attempt to carefully set the RPM. Just ham fisted the throttle.

I briefed him on what to say to TRACON as we climbed out of Potomac (VKX). "Potomac TRACON, N16VA off of VKX." But he ignored this instruction and gave a long diatribe about his altitude and what he is climbing to, what gate he is heading to, and other useless things for this operation. (Good thing we were on the SFRA freq 125.12, not on the final approach controllers at National, otherwise he would have been stepping on planes approaching.) Since he clearly was not listening to me or was overloaded, I prepared a Comm Sheet for him for the next flight as to what to say.

On multiple traffic patterns at Easton, MD., he almost never was able to hold the pattern altitude.

His radio work was more like that of a 50-hour private pilot not a 1000-hr inst pilot. He says, AHHH a lot and also adds too much info when he talks. At Easton, he completely missed the radio call that told him to report right downwind. He also got confused and started to turn left.

During our first contact with Potomac Approach as we entered the SFRA, he ends the first reply with a "G'day" even though he still needed to stay on the freq with them. I told him not to say that since it implies that he is switching the freqs but he wound up saying it 3 more times before we landed.

There were a lot more minor and not so minor mistakes and errors, but I and cannot remember them all since I did not take notes. (Too busy watching him.)

Flight on 9 Nov 2010

On the second flight in the plane, we headed over to EZF to practice short field operations since pattern work is not permitted at VKX. His pattern work was better, but still not to my standards.

After T/O from EZF on our way to HWY at dusk to do some more pattern work, he leveled off and never thought to pull the power back from full throttle. I had to remind him. He was just in the mindset of "driving the plane."

After we were airborne and he adjusted the power to cruise, he said that he wanted to fly some approaches so he could learn how to use the avionics. When asked if he brought approach plates along, he said no. He felt he did not need them since after all, he just “wanted to learn what buttons to push”. I strongly objected and said we need to use the plates to practice approaches. He did not like that reply.

He actually thought that after one GS session and two 1.6 hr Hobbs time flights that I would sign him off in the Col 350 so he could “get the keys and get those 5 hours solo done” (required by insurance) .

He is trying to direct the check out. He seems more interested in getting signed off than getting comfortable or even proficient in the plane.

He told me after our first flight that he did not need/want to do any more air work saying “I can keep the plane in the air no problem”. I find this attitude very disturbing.

He boasted to Vernon (the owner of the plane) when he first took a ride with him that “I could land this plane in 500 ft”. This is very disturbing as well.

When I told him that we should do a flight (when we practice approaches) at or near gross weight, he poo-poo’ed the idea saying he could handle it.

After doing night pattern work at KHWY, we headed back to VKX. It was a clear night with calm winds and no winds at VKX. We did a straight-in for Rwy 6. I coached him on power and flap settings. But on short final, I failed to notice that **he was not monitoring his airspeed at all** until the stall warning horn went off on a short final over the houses with full flaps. We were close to 65 KIAS, as I recall. Instead of immediately lowering his nose aggressively, like a skilled pilot would do when the horn went off, he kept the nose up and just added a tad of power. I had to yell “Lower the nose!” no less than three times to get the A/S up. He did not react. The third time I did said it, I simultaneously applied forward pressure to the stick myself and then yelled “Power, power power!”. But by then, it was too late. We stalled about 6 to 10 feet over the runway and landed in a nose-up attitude on the mains so hard, I felt a concussion in my head. It actually hurt then and for a few hours afterward. (Was he perhaps subconsciously trying to “land the plane in 500 ft”?)

As we taxied to parking, I was in shock and a little shaken up. I said little to him during our brief post-flight briefing and refrained from saying: “You nearly killed us on final!” even though that is what I thought then. It is simply unsafe to operate the high performance Columbia near the edge of a stall.

I called Vernon (the owner of N16VA) on the way home and told him about the incident and that he had better check the gear before the next flight.

When I got home, I got an email from Shannon saying he had a 3-hr block the next day to fly some approaches. I told him that would not be long enough. Then he came back with a 4.5 hr block.

We did not fly again. He decided that “it’s best that we terminate our training at this juncture.”

See email chain for more information.

At 10:36 PM 11/9/2010, you wrote:

Mike:

If possible, would like to go tomorrow from 1100-1400. That should give us the requisite time. Should that not work, I'll have to defer to next week...shannon

On Tue, Nov 9, 2010 at 11:02 PM, Michael F. Young - [-----](#) - wrote:

Hi Shannon,

I do not think a 3 hr block time will be enough. I do not want to have to rush thru instrument approached at a few fields. And I hate to have a Hard Stop at the end.

Also nearly stalling on final tonight plus the very hard landing indicated to me that we need to do some more work on short field landings and airspeed control. Plus there were a few times that you were still behind the plane. I owe it to you and Vernon not to sign you off until I feel that you are more proficient in the plane.

So let's look to next week.

- Mike

Subject: Re: Next Flight

To: "Michael F. Young" - [-----](#) -

Mike:

In discussing with Elizabeth, she will be fine with me staying until 1530 today. That will be over 4 hours. If you don't think that will be enough time, then please let me know and I'll make other arrangements...shannon

On Wed, Nov 10, 2010 at 7:53 AM, Michael F. Young - [-----](#) - wrote:
Shannon,

That would be a better block of time since the post and pre-flight stuff really eat up time. But I would not guarantee that I could complete your Col 350 checkout in just one more flight. As I mentioned when we first met that I plan to follow the FITS Flight Training Syllabus and do most of the items on the list. (As a data point, Columbia Aircraft allocated 3 full days for an aircraft check out and even that is just a VFR checkout and did not include instrument proficiency training.) You can look it over and see for yourself some of the items we still need to do. Plus we still need another GS session to review all the quizzes.

But right now I have a more immediate concern. I did not mention it, but that landing was so hard that it gave me a mild concussion. It actually hurt my head and that stayed with me until I went to bed. If that did that to me sitting in a 10G cushion seat, I cannot be sure that we did not do some harm to the gear somehow. I think that before we fly again, the landing gear and struts

needs to be checked. It's the prudent thing to do.

- Mike

On Sat, Nov 13, 2010 at 11:50 AM, Michael F. Young - [-----](#) - wrote:

Shannon,

What days would you like to get together to continue your check out ?

Plan on a few hours of GS to finish the quizzes and some W&B stuff as well.

While I have expired approach plates we could use, please get current plates and charts for our next flight as well. You are going to need them, anyway. Thanks

Regards,

Michael F. Young

Home: -----

Cell: -----

Date: Mon, 15 Nov 2010 10:55:04 -0500

From: Shannon Beebe -----

Subject: Re: Next Flight

To: "Michael F. Young" -----

Mike:

I appreciate your willingness to return to the air so shortly after the concussion you suffered with me. Based on this information, though, I feel it best that we terminate our training at this juncture. Concussions are not something to take lightly and I wouldn't want to put either of us in jeopardy. Please send me coordinating instructions for mailing payment of the instructional hours. Thanks again...shannon

<That was out last communication.>